

LETTER OF AGREEMENT

EFFECTIVE: August 1, 2023

SUBJECT: Local Area Helicopter Operating Procedures

1. PURPOSE: To define operational procedures, holding/reporting points and special visual flight rule (SVFR) routes and local call signs.

2. CANCELLATION: This Letter of Agreement (LOA) is new and does not cancel any other LOA.

3. SCOPE: This agreement between Louisville Airport Traffic Control Tower (SDF ATCT) and PHI Air Medical, Inc. prescribes procedures and call signs which are only effective within, and only to be used within, 30 nautical miles of SDF airport. The surface areas and holding/reporting points are depicted on Attachment 1. Flights conducted under this agreement must be conducted under visual flight rules (VFR) or Special VFR (SVFR), as appropriate.

4. PROCEDURES:

a. General

(1) Pilots must obtain a clearance from SDF ATCT to enter any area within the Louisville Class C Surface Area.

(2) Two-way communications must be maintained at all times while operating via this letter.

(3) The operator must request approval for any deviation from these procedures or advise of a change in aircraft identification prior to departure.

(4) Under VFR conditions pilots must remain at least 1/2 mile east or west of the extended center line of runways 17L/35R and 17R/35L, or as instructed by SDF ATCT.

(5) Crossing arrival/departure corridors may be approved within the Class C surface area, traffic permitting. If unable, SDF ATCT may instruct the operator to cross corridors outside of the Class C Surface Area.

NOTE: Unless radar service is terminated, the pilot does not need to report reentering the Class C Surface Area after crossing a corridor.

(6) The pilot must advise SDF ATCT when operating under Medevac status.

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b. Altitudes. All operations must be conducted at or below an altitude of 2,500 ft. mean sea level (MSL). If the pilot needs to operate at a higher altitude, they must advise Louisville Tower or Approach Control.

c. SVFR Operations.

(1) Pilots must obtain a SVFR clearance to enter Louisville Class C surface area from Louisville Tower. SVFR clearance into Bowman's Class D area must be obtained from Louisville Approach.

(2) In Louisville's Class C surface area pilots must remain at least one mile east or west of the arrival/departure corridor or as instructed by SDF ATCT. Transitioning these corridors may be approved as traffic permits. See attachment A for commonly requested points for transition and holding.

(3) SVFR helicopters must maintain visual reference to the surface at all times.

5. AIRCRAFT CALL SIGN:

a. Aircraft call sign and transponder code for the PHI Air Medical Helicopter:

Call sign: INDNA7 Beacon Code: 0120

b. Local call signs are to be used only for communications within 30nm of SDF Airport for local VFR/SVFR operations. Local call signs must not be used for filing flight plans leaving Louisville Approach Control airspace.

6. ATTACHMENTS: Attachment 1, Reporting Points, depicts holding/reporting points and areas of operation.

Air Traffic Manager
SDF ATCT

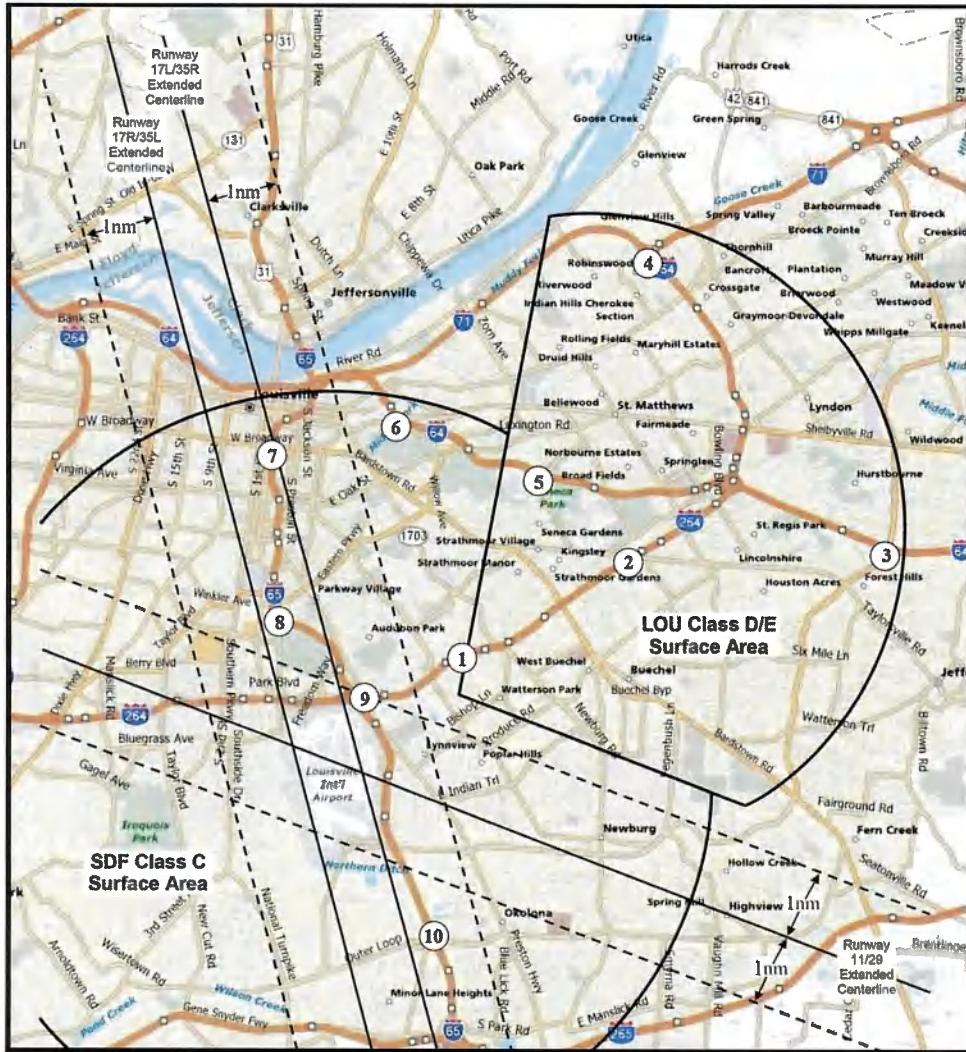
Chief Pilot
PHI Air Medical

Louisville Airport Traffic Control Tower and PHI Air Medical

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ATTACHMENT 1: Reporting Points



Point #	Holding/Reporting Point Description	Coordinates
1	I-264 between Poplar Level & Newburg	38° 12.01'N - 85° 41.93W
2	I-264 at Taylorsville Road	38° 13.29'N - 85° 39.05W
3	I-64 at Hurstbourne Lane	38° 13.41'N - 85° 34.73W
4	I-71 at I-264	38° 17.32'N - 85° 38.77W
5	I-64 northwest of Bowman	38° 14.39'N - 85° 40.60W
6	I-64 at Payne Street	38° 15.13'N - 85° 43.06W
7	I-65 at Broadway	38° 14.74'N - 85° 45.13W
8	I-65 at Crittenden Drive	38° 12.45'N - 85° 45.06W
9	I-264 at Preston	38° 11.43'N - 85° 43.62W
10	I-65 at Outer Loop	38° 08.22'N - 85° 42.41W